IRCTC's office in Delhi or obtained through a courier service.

(c) IRCTC software interacts with the bank gateway servers and authenticates payments. 128 bit encryption has been used to maintain security of the credit card transaction.

(d) Yes, Sir.

(e) IRCTC is giving advance payment to Indian Railways for this purpose, against which the ticket amount is adjusted.

Strength of Railways

2601. SHRI RAMA MUNI REDDY SIRIGIREDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the Zone-wise strength of Railways, as on 30th June, 2002;

(b) what would be the strength of Railways after "right sizing" the Railways;

(c) whether it is a fact that pensioners in Railways would surge ahead of the working employees by 2006-07;

(d) if so, the details thereof; and

(e) how the Railways would bear the burden of pension?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The approximate Zone-wise strength as on 30th June 2002 is as under:

Central Railway	=207849	Northern Railway	=236216
Eastern Railway	=200157	North Eastern Railway	=96579
Northeast Frontier Railway	= 76926	South Central Railway	=118925
Southern Railway	=122450	South Eastern Railway	=196110
Western Railway	=177601		

(b) It is planned to bring the all Indian Railways strength (including the Production Units and other Railway Units) to about 11.8 lakhs by 2010.

(c) to (e) The number of pensioners on Railways were 11.31 lakhs as on 31.3.2001 and this is likely to go up by about 3% to 4% every year

and thus projected to surge ahead of the working employees. The entire pensionary charges on Railways are met out of the "Railway Pension Fund", which is funded internally by the Railways.

Rail Track from Udhampur to Baramula

2602. MIRZA ABDUL RASHID: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have approved and declared National Project for construction of Rail-Track from Udhampur to Baramula, Kashmir *via* Katra;

(b) if so, the amount allocated in the Rail-Budget for its construction and by when it would be completed; and

(c) the progress, till date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) The anticipated cost of the project is Rs. 3244 crores. An amount of Rs. 400 crores has been allocated for this work during 2002-2003 for which approval has been sought in the Supplementary Budget. The work is planned to be completed during 2007-2008.

(c) Earthwork, bridges, tunnelling and land acquisition is in various stages of progress between Katra- Udhampur and Qazigund-Baramula sections. Details construction survey is being taken up between Katra-Qazigund section.

Train Halt at Khurja Junction

2603. SHRI ANIL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Super fast train No. 2558, which departs from New Delhi for Muzaffarpur *via* Khurja and Aligarh, does not halt at Khurja junction;

(b) if so, the reasons therfor;

(c) whether Government have any plan under consideration, to provide halt to the above train at Khurja junction; and